

Amendments to the Specification:

Please replace paragraph [0005] with the following amended paragraph:

[0005] To attain this, the present invention generally comprises a DC driving motor, one end of which is connected to the power source with power supply from a motor vehicle's battery, the other end of which is fixed onto a motor bracket by at least one screw with a slot on the motor bracket above the center axis for placing one end of a transmission shaft, and the center of which is connected to a motor gear through the motor bracket; transmission gears having a wheel gear with a hole in the center for the transmission shaft to go through and with the motor gear inside it below the hole and the gear teeth of the motor gear and the wheel gear meshing with one another; a clutch having a hole in the center for the transmission shaft to go through and having a clutch bracket with at least one hole for fixing the clutch to the wheel gear by a set pin going through it and with two balancing weights fixed onto two of its opposite sides by ~~rivets~~ rivets, two small rotating shafts which are parallel to the two balance weights and fixed onto the clutch bracket by screws, two coil springs which are perpendicular to and connected to the two small rotating shafts with friction reducing washers in between, a controlling bracket sliding along the inner surface of the clutch bracket, and a collar for keeping the controlling bracket in position inside the clutch bracket; a power accumulator with a ~~harrow~~ hollow in the center for the transmission shaft to go through and having a base block and a cover block fixed together by at least one screw to form a ~~harrow~~ hollow inside, and one end of the base block being fixed inside the center of the clutch through the collar and connected to the wheel gear with the clutch bracket in between by the one or more set pin, and the other end of the base block facing the inner surface of the cover block having at least two holes for allowing cylindrical pins to move inside and a hammer with an impact surface facing the inner surface of the cover block above the center fixed by a screw; and a transmission shaft with one end of which fixed onto the motor bracket with a fiction reducing bearing surrounding it, and going through the center of the wheel gear with a fiction reducing bearing surrounding it and being above and parallel to the axis of the motor gear, and further going through the center of the clutch bracket and then the center of the base block with at least two ball bearings and an outer ring supporting it at the opening of the base block facing the cover block for fiction reduction, and forming a square block in the ~~harrow~~ hollow formed by the base block and the cover block with a hammer block on one of its side corresponding to the hammer on the base block, and with at least two cylindrical pins going through the holes of the base block protruding with one end of the cylindrical pins pressing against the collar and the other end pressing against the side of the hammer block facing the base block, and with a spring surrounding the transmission

shaft in between the hammer block and the opening of the cover block with a cap near the opening fixing the position of the spring, and with at least two ball bearings and an outer ring supporting it at the opening of the cover block for fiction reduction, and the front part of the transmission shaft protruding from the opening of the cover block with a washer in between and a bearing surrounding it for fiction reduction, and with a rubber washer at the front end of the transmission shaft for fitting onto a positioning tube for adapting to drive a nut or bolt.

Please replace paragraph [0023] with the following amended paragraph:

[0023] The clutch has a hole in the center for the transmission shaft 17 to go through and a clutch bracket [[06]] 26 with at least one hole for fixing the clutch to the wheel gear 07 by a set pin 25 going through it and with two balancing weights 28 fixed onto two of its opposite sides by ~~riverts~~ rivets 29, two small rotating shafts 30 which are parallel to the two balance weights 28 and fixed onto the clutch bracket 26 by screws, two coil springs 24 which are perpendicular to and connected to the two small rotating shafts 30 with friction reducing washers 31 in between, a controlling bracket 27 sliding along the inner surface of the clutch bracket 26, and a collar 32 for keeping the controlling bracket 27 in position inside the clutch bracket 26.

Please replace paragraph [0024] with the following amended paragraph:

[0024] The power accumulator has a ~~harrew~~ hollow in the center for the transmission shaft 17 to go through and a base block 10 and a cover block 15 fixing together by at least one screw 23 to form a ~~harrew~~ hollow inside, and one end of the base block 10 is fixed inside the center of the clutch through the collar 32 and connected to the wheel gear 07 with the clutch bracket 26 in between by the one or more set pin 25, and the other end of the base block 10 facing the inner surface of the cover block 15 has at least two holes for allowing cylindrical pins 33 to move inside and a hammer 12 with an impact surface facing the inner surface of the cover block 15 above the center fixed by a screw 11.

Please replace paragraph [0025] with the following amended paragraph:

[0025] The transmission shaft 17 is fixed onto the motor bracket 02 at one end with a fiction reducing bearing 04 surrounding it, and goes through the center of the wheel gear 07 with a fiction reducing bearing 06 surrounding it and being above and parallel to the axis of the motor gear 05, and further goes through the center of the clutch bracket 26 and then the center of the base block 10 with at least two ball bearings 09 and an outer ring 08 supporting it at the

opening of the base block 10 facing the cover block 15 for friction reduction, and forms a square block in the ~~harrow~~ hollow formed by the base block 10 and the cover block 15 with a hammer block 13 on one of its side corresponding to the hammer 12 on the base block 10, and with at least two cylindrical pins 33 going through the holes of the base block 10 protruding with one end of the cylindrical pins 33 pressing against the collar 32 and the other end pressing against the side of the hammer block 13 facing the base block 10, and with a spring 22 surrounding the transmission shaft 17 in between the hammer block 13 and the opening of the cover block 15 with a cap 34 near the opening fixing the position of the spring 22, and with at least two ball bearings 20 and an outer ring 14 supporting it at the opening of the cover block 15 for friction reduction, and the front part of the transmission shaft 17 protrudes from the opening of the cover block 15 with a washer 21 in between and a bearing 16 surrounding it for friction reduction, and with a rubber washer 19 at the front end of the transmission shaft 17 for fitting onto a positioning tube 18 for adapting to drive a nut or bolt.